





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## (HONGKONG-CANTON LINE)

S.S. "HONAN" 3,361 tons ..... Captain H. D. Jones.  
 "POWAN" 3,358 " ..... H. I. Black.  
 "FATSHAN" 3,358 " ..... C. V. Lloyd.  
 "KINSHAN" 3,358 " ..... B. Branch.  
 "HEUNGSHAN" 3,358 " ..... R. D. Thomas.

Commencing from Saturday, the 7th December, the following will be the Order of Running the Canton steamers until further notice.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 and 11 P.M. (Saturday excepted).

On Saturday..... 2 day steamers leaving Hongkong at 8 and 9 A.M.

On Sunday and Tuesday..... 2 night " " " 11 P.M.

On Monday..... 2 " " " 10 and 11 P.M.

On Wednesday..... 2 " " " 10 P.M.

On Thursday..... 2 " " " 10 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M., 3 P.M. and 5 P.M. (Sunday excepted).

S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 10 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH.

CHITS CANNOT BE ACCEPTED.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SU-TAI" 1,651 tons ..... Captain W. A. Valentine.

S.S. "SU-TAI" 1,651 tons ..... G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" 583 tons ..... Captain S. Bell Smith.

S.S. "NANNING" 583 tons ..... Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. Hotel Mansions, (First Floor), opposite the Hongkong Hotel, Or of BUTTERFIELD &amp; SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th December, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to— BUTTERFIELD &amp; SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

## WINE GROWERS SUPPLY CO. BARRETTO &amp; CO.

General Agents.

Hongkong, 22nd October, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE

## COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU" 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs. E. Pasquet &amp; Co. For further particulars, please apply to—

BARRETTO &amp; CO., Agents.

Hongkong, 5th April, 1907.

## Hotel.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-Class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telegraphic Address: "CHEF" HONGKONG. Telephone No. K4.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN, Proprietor. 1904

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Snotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, "PRINZ REGENT LUITPOLD" WEDNESDAY, Capt. H. Krichner Noon, 18th Dec., 1907.

GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN

SHANGHAI, NAGASAKI, HIOGO "PRINZ EITEL FRIEDRICH" About WEDNESDAY, Capt. E. Malchow, 18th Dec., 1907.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "MANILA" THURSDAY, Capt. Minssen, 5 P.M., 2nd Jan., 1907.

KUDAT and SANDAKAN "BORNEO" Middle of Dec., 1907. Capt. F. Sembill

## EXTRA STEAMER.

EUROPE VIA PORTS OF CALL "SACHSEN" About WEDNESDAY, Capt. Wolke nas, 25th Dec., 1907.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD, MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 6th December, 1907.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIPANAS	JAVA	Second half Dec.	JAVA PORTS	First half Jan.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI	JAPAN	First half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 10th December, 1907.

## Dentistry.

## TSIN TING.

LATEST METHODS OF DENTISTRY.

Studio at No. 14, D'ARQUILLER STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 10th Dec., 1907.

## Dr. M. H. CHAUN, THE LATEST METHOD

of the AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

## BANK CLERK AS BURGLAR.

DARING ROBBERY AT OSAKA.

The *Japan Chronicle* of 29th ult. says:—The Nishi Police, Osaka, received information at the beginning of the week to the effect that the 5th Bank at Kita-Horiye, Osaka, had been entered by burglars who had managed to open the safe and had got away with ¥5,018 in cash. Inspector Akahani and some detectives immediately visited the bank premises and found that the safe had been opened and the contents had disappeared. The front doors of the premises had been left open, but there were few signs which indicated that the burglar or burglars had entered from the outside. The detectives in considering all the circumstances were convinced that someone who was well acquainted with the premises had been responsible for the theft. It was subsequently found that Nogami Masuro, the clerk in charge of the general office section of the bank, should have been on duty during the previous night, but another clerk, named Tetsugai Shizuo, took duty instead. This fact, taken in connection with other circumstances, strengthened the suspicions which the police officials entertained against these two men, and they proceeded to search their houses. Nothing in proof of the suspicions could be found in the house of Nogami, but secreted in the stone wall of a house next door to the residence of Tetsugai was found \$4750 in notes wrapped in a piece of calico. On this discovery being made the two bank clerks could no longer plead innocence and they were immediately arrested, subsequently making a full confession.

It appears that Nogami made up his mind about a week ago to steal a certain sum of money, which was expected to be received by the bank on Saturday, and one day he accompanied Tetsugai to a restaurant and in the course of refreshment disclosed his intentions, on the understanding that the money stolen should be divided between them. Tetsugai agreed to become an accomplice. On Sunday night Tetsugai was on duty and some of the other clerks remained in the office with him. Early in the evening Nogami entered the office, bringing with him an abundant supply of sake and beef, liberally entertaining all present, with the result that everyone became intoxicated and before long most of those who had been entertained were asleep. While the feast was in full swing, Nogami made his way, without the knowledge of the others, to the safe and opened it with the key which he had in his charge, extracting the money. He went away, leaving the safe open. Tetsugai got up early in the morning and opened some of the front doors, at the same time strewing a number of articles about the floor to make it appear as if burglars had entered the bank, and then gave the alarm. The plot was somewhat clumsily arranged and the detectives proved too good for the amateur burglars.

## QUOITS AND THEIR ORIGIN.

The New English Dictionary tells us that the origin of the word "quoit" is doubtful, adding, amidst numerous medieval examples of the use of the word, a possible French source, and refers to the "discus" throwing of the Romans.

It is probable, however, that this ancient and (alas!) rapidly dying old English game had a very different origin—namely, in the sports of our Saxon ancestors—and was neither French nor Roman.

Moreover, the word "quoit" itself has no very different pronunciation to the "platt-Dutch" word "kloot." And "kloot-shooting" or "ice-bowling" (eis-bosseln) is still the national game of Friesland (whence came our Saxon ancestors), and also to a less extent of Holstein (whence came the Angles). A somewhat similar ancient game called "Tridde" obtains along the Baltic coast, and its pronunciation also is very similar. The main difference is that "kloots" is played with a wooden ball instead of an iron ring, and in the winter only, the reason for the choice of this season being partly that the ball may roll farther on the frozen pasture lands. A minor difference is that there is no mark in "kloot." But there was no mark originally in quoits, and as the word itself is still sometimes applied to curling stones in Scotland, it may also be assumed that a ball may have been originally employed in England. Of course there was no iron in Friesland, and even if the game really owed its origin from the discus throwing of the Romans the necessity of dispensing with a valuable material like iron would have been sufficient to employ a hard wooden ball (it is made of apple wood, "lignum vitae"—"pocket-holz" is the German word) in lieu of the "discus." Like quoits, the game is played with an undressed throw, and sides are formed—usually by village against village. What is very unusual in German is that stakes are played for, and a good deal of betting goes on—all of which completes the parallel. There are many instances of quarrels and even bloodshed over the stakes.

The "kloot" is a ball the size of a small orange, and is weighted with lead. A curved single plank stage is used for the throw-off, and the player invariably strips to his stockings—wearing no boots and but a jersey and knicker—in order that he may avoid a slip in the short run which he takes. Sometimes he whistles his arm round, and round like a sling, though this is now considered bad form. Eight metres is considered a first-class throw—the shots of each side being pooled together and the highest total winning.

Professor Reimann, of Jever, is an authority on the history of the game, and has written some accounts of historical episodes connected with it in the periodical "Der Freise." He tells us that in 1755 a brother of the Empress Catherine of Russia (then lord of Jever) inefficiently prohibited the game altogether in the remarkable ground that it did not form one of the Olympian games of the Greeks! Really, the reason of the prohibition was the quarrelling and fighting over the stakes that occurred. On one occasion King George of England was appealed to as King of Hanover. The last riot happened as late as 1833.

Professor Reimann has unearthed a medieval code of rules of the game, and it is certain that its origin is lost in antiquity. All the technical terms employed are in the ancient "platt-Dutch"—a language decidedly more akin to English than to modern German. The game is also played in West Friesland, in Holland. Great contests are invariably attended by crowds of Dutch visitors, and are sometimes honoured by the presence of the Grand Duke of Oldenburg.—*Pall Mall Gazette*.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 11th December, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—Double and Single IRON BEDSTADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVER-MANTELS with BEVELLED GLASS, SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP WASHSTAND, Double TEAKWOOD WARDROBE with BEVELLED GLASS, TAPESTRY-COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPET, COOKING STOVE and UTENSILS, &c., &c.

TERMS:—As usual. HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 7th December, 1907. [1069]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON FRIDAY,

the 13th December, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A QUANTITY OF MISCELLANEOUS GOODS,

Comprising:—SHOOTING BOOTS, MACINTOSHES, HATS, NEW SUITS OF CLOTHES, TELESCOPES, MICROSCOPES, BELL HEZZANITH SEXTANTS, BINOCULARS, SILK UMBRELLAS, BANJOES, CLOCKS, BAROMETERS, DRAWING INSTRUMENTS, BILLIARD-BALLS and CUES, OVERCOATS, FANCY GOODS;

THEODOLITE, ALICE and LEVEL, SINGLE ONE DIAMOND RING, &c., &c.

TERMS:—As usual. HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 9th December, 1907. [1075]

## Intimations.

## Sole Agents for

## HUMBER CYCLES.

## TYPEWRITERS

FOR

## HIRE, REPAIR &amp; SALE.

TO CLEAR AT VERY MODERATE PRICE.

REMINGTON,

HAMMOND,

BARLOCK.

NEW CENTURY &amp; SUN TYPEWRITERS.

## MOTOR LAUNCHES and BOATS.

FOR HIRE AT BLAKE PIER.

DAY AND NIGHT PER HOUR ..... \$2

## New Bicycles for Hire.

NEW CYCLES FROM \$85 EACH.

REPAIR TO MOTOR BOATS, CARS, and CYCLES UNDERTAKEN.

## DRAGON CYCLE DEPOT,

No. 11, D'ARQUILLER ST. and KOWLOON.

Hongkong, 27th November, 1907. [1065]

## LEE YEE

## HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

## TOILET REQUISITES

FOR SALE.

12, D'ARQUILLER STREET, HONGKONG.

Hongkong, 1st September, 1907. [1800]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 11th April, 1904.







## Intimation.

A. S. WATSON & CO.,  
LIMITED.THE GREAT  
POPULARITYOR  
Watson's

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

HAS BEEN ATTAINED BY ITS

CONSISTENT EXCELLENCE

OF

QUALITY.

IT IS A

PURE MALT WHISKY

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1847.

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

## MARRIAGE.

On December 5, 1907, at Shanghai, ERNEST HARRY DOUGLAS DERRICK, youngest son of Mr. and Mrs. Geo. Derrick of "Hollybank," Southampton, to MADAME ETHEL, fifth daughter of Mrs. Limby, Shanghai.

## The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 10, 1907.

THE SHIP-SURGEON'S  
POSITION.

Some time ago we published a communication from a well-known ship's surgeon in which he proposed that in order to conserve the interests of medical officers whose careers are spent on shipboard a Far Eastern association of ship's surgeons should be formed with headquarters in Hongkong. The idea was that such an association should not necessarily be of an aggressive or belligerent character, but rather that it should endeavour to secure for the qualified members of the profession the recognition of their status, the acknowledgment of their ill-requisite skill and the protection of those rights to which they are honourably entitled. The writer suggested that those who were in agreement with this view should get themselves into touch with him, when preliminary steps might be taken to form the organisation in question. Now, it is a well known fact that many of the medical officers who are carried by the passenger boats running along the China Coast, and to Deli and the Straits Settlements in the South are in full sympathy with such a scheme, but evidently they have permitted themselves to become reconciled to the situation or found themselves unable to raise the necessary energy requisite to express their views on the subject. At all events, we have not learned that the original promoter of the movement has been inundated with epistles from his professional brethren. A new phase of the subject has been developed by the introduction of a Bill into the Straits Legislative Council having for its object the amendment of the Chinese Immigration Ordinance of 1902. The amendment appears to deal solely with the qualifications which must be possessed by medical officers on board ships before they can come within the cognizance of the Government. The Attorney-General of the Straits Settlements, who was in charge of the Bill, stated that under the proposed measure a Chinese emigrant ship would be required

to have a surgeon who must be either the holder of a degree which entitled him to practise in any part of the British dominions, or some foreign degree which had been approved by the Governor in Council. Such a clause if it were allowed to stand is sufficiently broad to protect the qualified practitioner against the encroachments of the incompetent, but when the Bill as a whole is considered in conjunction with the objects and reasons for its introduction, it is evident, according to the *Pearl Pioneer*, that the scope for the selection of ship's doctors with British qualifications is to be considerably restricted. Under the existing Chinese Immigration Ordinance, a "qualified medical practitioner" is defined as a person holding "a diploma, degree or licence enabling him to practise medicine or surgery in any part of His Majesty's dominions or the holder of any European, American or Japanese diploma, degree or licence which has been approved by the Governor in Council." It is proposed to substitute for this definition, which would appear to be satisfactory enough, a new one which describes a "qualified medical practitioner" as "the holder of any of the diplomas, degrees or licences from time to time specified by the Governor in Council under this Ordinance, as constituting the qualification of a qualified medical practitioner." Under the new definition it will be competent for the Governor in Council to exclude certain British diplomas and licences from the list of qualifications entitling one to practise as an immigrant ship's doctor. That the Government contemplates such a step is made manifest by the further statement of objects and reasons which declares that "it is desired to restrict the British qualifications to those recognised under 'The Medical Registration Ordinance XI. of 1907.'" In other words, while a man might be perfectly qualified under the present law to take charge of the medical requirements of the average boatload of Chinese immigrants, and has, as a matter of fact, been engaged in such work, unless it is proved to the satisfaction of the Government that his British qualifications are recognised under the new Medical Registration Ordinance he will have to look elsewhere for means whereby to earn his bread and butter. This point does not affect foreign practitioners, so intimately as it does the numerous graduates of Far Eastern colleges, who may have been looking forward to the day when they would blossom into full-fledged ship's surgeons. It might be aimed directly at Hongkong, for should the law pass in its present form, it is difficult to see how the graduate of the Hongkong School of Medicine could be admitted to the shipping service conducted for Chinese emigrants to the South. The alumni of the Hongkong Medical School are regarded as being almost on a par with those who have studied at the great schools of medicine in the leading European and American centres of research and practice, and pursued a laborious course of specialised work at much expense and toil. Of course that is putting the position on a high basis for the Hongkong collegian, but when the Government grants, on examination, certificates which permit these passed students to attend patients, make up prescriptions, and generally perform all the ordinary duties which fall to the lot of the family physician, no other conclusion as to their official status seems reasonable. The immediate effect of such a drastic measure would be to throw hundreds of what may be termed home-made ship's surgeons out of employment, and leave a multitude of vacancies for the distinguished graduates of universities such as London and Edinburgh, Paris and Berlin. In such an event the salaries offered would presumably soar to heights undreamt of by the present generation of medical officers. But there is another question to be considered in this connection: Where are all these men-carrying full British qualifications to be found when the vacancies come to be filled? It was only the other day that the skipper of an emigrant steamer was arrested and his vessel seized at Singapore because he could not produce a doctor on board. His explanation was that the surgeon had himself fallen ill on the voyage and died, and although every effort had been made at every place en route to secure a ship's surgeon it had all been in vain. The shipmaster was fined in a small amount, because it was doubtless appreciated that he found himself in a predicament which was practically impossible to guard against, unless every emigrant vessel were to carry an army of doctors. The difficulty is that shipowners do not consider that an honourable man, equipped with the latest knowledge gained at the most advanced medical college, is required for a cargo of coolies whose average voyage does not exceed a week or ten days. The graduate of the Colonial institution, whose education has been under the charge of the principal medical officers of the district, is occasionally a better man to deal with what we may call household ailments even including in that category the native forms of such recurrent diseases as cholera, plague and smallpox, than the highly scientific individual who has come out to the Far East to see something of the world, at somebody else's expense, before deciding to settle down to a

steady practice in the homeland. No doubt this is all rank heterodoxy in the eyes of the elect but, reducing the question to bed-rock, if the cheaper class of medical officers are to be expelled from their posts at a moment's notice it is obvious that the shipowner and shipmaster are to suffer grave embarrassment and serious financial loss. The end of it will be that the emigrant ships will be filled with foreigners carrying foreign parchments which, because they are foreign, will savour of the supernatural and work astounding cures in impossible ailments. We need not enter into the question whether it is more desirable to have a colonially-qualified medical officer, who is acquainted with the language, habits and predilections of his patients, in control of the medical department of a passenger vessel, than the very superior person who disdains the *canaille*, root and branch. The whole subject teems with controversial points which are of as much interest to Hongkong as to Singapore.

## LOCAL AND GENERAL.

CAPTAIN T. P. C. Smith, Queen's Own Royal West Kent Regiment, has been seconded for service under the Colonial Office.

The annual North Borneo Diocesan takes place at the Hotel Cecil today. Sir Charles Jessel, Bt., will be in the chair.

CHANGES in the Austro-Hungarian Legation staff at Peking include transfer of vice-Consul v. Zach to Hongkong, in the place of Consul B. von Szentirmai, from home on leave.

A FIREMAN named Chan Kwai Sing belonging to the steam launch *Wai Lee* was seen by Policeman Lenaghan on the waterfront yesterday carrying a quantity of brass and copper in a basket. Chan failed to explain "how the brass and copper got into the basket and how he got the basket." He was arrested, and this morning paid a fine of \$5 for unlawful possession.

A MARRIAGE has been arranged, and will take place quietly early in December, at St. Mary Abbots, Kensington, between Mr. Tom Sheldford, youngest son of the late Sir William Sheldford, K.C.M.G., and of Lady Sheldford, and Ella, younger daughter of the late Mr. Ramsay Durham Nuthall, Supr. Bengal Kheddas, and of Mrs. Nuthall, and granddaughter of the late Major-General T. J. Nuthall, Bengal Staff Corps.

A MEETING was recently held in London when it was resolved, in view of the favourable amalgamation recently achieved, to form a committee to present Sir Marcus Samuel, Bart., with his portrait in recognition of the Shell Transport and Trading Company, Limited. The hon. secretaries of the Presentation Committee are Mr. Edward Pembroke and Sir J. Fortescue Flannery.—*L. & C. Express*.

A NATIVE paper states that the principal members of the Peking Government and of the Ministry of War held a meeting the other day to discuss the question of reorganizing the navy of the country. It was decided to raise a loan of £10,000,000 from a certain foreign bank. All matters in connection with the purchase of cruisers, battleships, armament, etc. from foreign countries will, it is stated, be entrusted to the said bank.—*N. C. D. News*.

A DISPUTE between two musicians residing at 22, East Street, was settled at the Police Court, this morning. Si Tai, it appears, objected to Wong Ping playing his fiddle in certain streets in the Central district. The latter would not consent to abide by former arrangements, and yesterday there was a dispute, which led to Si Tai being struck over the head with a stick. Wong appeared before Mr. Gompertz in due course, and on hearing Si's story, his Worship fined the accused \$10.

A LADY, apparently of German origin, with a real or an assumed title, has just been arrested under rather mysterious circumstances by Par's detectives, on a charge of misappropriation of jewels, says a Home Journal. She seems to have travelled much, and is said to have just come to Paris after a tour through India, China, and Japan, and to have been previously followed by her for some time, and she was known to have had in her possession several fine jewels, each of which is said to be worth a fortune.

IN addition to those mentioned last week the following officers have been appointed to the *King Alfred*, flagship of Vice-Admiral Sir A. W. Moore, commanding the China Squadron:—Engineer-Commander H. S. Rashbrook, Engineer-Lieutenants J. N. Tucker and J. C. Maters, Engineer-Sub-Lieutenants M. G. A. Edwards, M. Martin, and P. King, Gunner T. Beale, Acting Gunner G. J. Ryan, Carpenter H. F. Kenshott, Boatswain J. H. Swain, Artificer Engineers H. Fishlock, J. Cosgrove, and J. H. W. E. Williams, Midshipmen W. C. Sitwell and W. C. Hicks, Clerks O. J. Walcott, and R. C. Jerram.

THE advent of the New Year will see a good many changes amongst the senior officers of the Middlesex Regiment. On Feb. 17, Colonel W. Scott-Moncrieff will vacate the command of the 3rd Battalion at Hongkong, and a week later Colonel G. B. Lampshire will vacate the command of the 4th Battalion, now at London, but which will move about that time to Dover on change of station. It is understood that the vacant commands will be filled by the promotion of Major C. R. Dyer, second in command of the 4th Battalion, and Major R. de H. Burton, second in command of the 3rd Battalion. No fewer than four of the majors are seconded, and the three senior captains are also employed in extra regimental duty.

## SILVER EXCHANGE.

## BANK MANAGERS INTERVIEWED.

## INFLUENCE ON THE COLONY.

To the initiated or the uninitiated, to the merchant or the counter-clerk, to the civilian and to the sterling-paid Government servant, for weeks past the question of Exchange has presented an absorbing interest. That interest has been intensified by the steady drop in the gold price of silver until today it has reached 25½ per oz. with silver exchange on London quoted at an abnormally higher rate, the dollar parity would justify. This and other considerations led to a desire for information on a subject which, though generally discussed, is but little understood. Excepting for the exchange bankers, the bill-brokers and the importers and exporters, the ordinary man-in-the-street talks of the rise and fall of the dollar with a vague sense of its significance or the influence which it bears on the course of trade in Hongkong, and not inconsiderably also upon the financial condition of the Government of the Colony.

With a view of placing before our readers a correct estimate of the "silver situation" a representative of the *Hongkong Telegraph* was detailed to interview one or two prominent bankers in the Colony this morning. In spite of the fact that the day appeared an unusually busy one our representative was promptly ushered in to the managerial sanctum of two local banks and in each case was accorded a quarter-of-an-hour's interview, replete with the latest and most interesting information on the commercial problem of the hour, at any rate as affecting trade conditions in the Farther East. To the inquiry as to the reason for the steady drop in exchange, one banker said: "India presents the kernel of the situation. I may quote to you what has been tersely expressed by a *confidant* of mine, also to a Press interview, on the relative position of India to the silver market. 'The needs of the Indian Government form, perhaps, the most important factor in the situation. They have left off buying for the moment, and whether there will be any resumption of purchasing, and if so, when, is a moot point. The condition of India is, of course, far from satisfactory. Much will depend upon further rains and the consequent prosperity of the population. No doubt, the Government will have to get more silver, but it may be some time yet.' That opinion was expressed now for some weeks ago. And that the pessimistic Indian outlook, has not since improved, the course of silver will have told to you its own tale."

"Then India is the mainstay of the silver market?"

"Unquestionably so. She had been a steady large buyer, but when she withdrew from the market as an active purchaser, the economic principles of supply and demand stepped in, with the consequent result that the price of silver began to drop. It suffers the same fate of any other commodity."

"Do you think there is the prospect of a revival in demand in the immediate future?"

"That I cannot say. Not being in the skin of the Finance Minister for India, I cannot forecast what his probable movements will be. But as an interested observer I can tell you that reports from the agricultural districts of the Empire do not hold out sufficiently encouraging prospects."

"Will not China come to the rescue?"

"Well, I can liken the shipping of silver to China, at this juncture, to the sending of coal to Newcastle. As a matter of fact, China has already stored all she wanted of this commodity, and has been in turn a seller abroad. Moreover, what is of even greater importance, her currency is at present far in excess of her domestic requirements."

PURSUING the series of questions, our representative proceeded to inquire why the existence of so great a disparity between the dollar quotation and the price of the white metal. Reaching for a little book on his desk, the local financier quoted therefrom the parity values upon different dates. The most important of these are that, whereas in April last the price of silver stood at 30d. the oz. and the T.T. rate was 2,04½, the other day when silver had slumped to 27½d. telegraphic transfers remained as high as 2,04½. Asked for the explanation, all our representative was told was that there were extraneous influences operating on the part of the Eastern Banks. "What those influences were the exchange magnate preferred not to disclose. Applying the standard formula to arrive at the true rate of the dollar its current value should not be more to-day than 1,10-1/16d with silver quotation at 25-7/8d. the ounce. It will be seen that there exists at present a reversal of conditions. Whereas exchange used to be quoted at something like one-eighth below the dollar parity, to-day it is actually quoted at something like one penny above it."

A DOLLAR ANOMALY.

The presentation of this peculiar phase in the silver market led to the question being submitted: "Then why was there an importation of Hongkong silver dollars into the Colony of £25,450 by the late English mail steamer *Delia*?"

"You must not forget that that money was probably imported by the Hongkong and Shanghai Banking Corporation and for the Chartered Bank of India, Australia and China. Both these Banks must have a certain amount of silver dollars against their notes 'circulating'—a provision which has not to be made by other exchange banks. Those dollars partly go into the interior. The amounts held by the non-note-issuing corporations are infinitesimal in comparison, since the demand of their constituents for Mexicans is small. I may add that there is a great scarcity of silver dollars just at present in the London market, and though it might seem anomalous dollars are at a premium whereas silver, so to speak, is at a discount."

## BURGLAR'S DESPERATE STRUGGLE.

## TRAGELY NARROWLY AVERTED ON SHAU KI-WAN ROAD.

While the majority of the people in Hongkong were in the land of nod last night, resting after the hard toll of the day, a vigorous fight was in progress on the Shau-ki-wan Road, between a European policeman and an alleged burglar. The struggle lasted for some time and when the Chinaman was at last overpowered both men were so severely mauled as to require medical attendance.

The time was about midnight. Everything on the road to Shau-ki-wan was quite. Occasionally the quietness was broken by the rattling of the wheels of a passing ricksha, or the roaring of tramcars bound for Causeway Bay. The moon illuminated part of the road, but that part where a tragedy was narrowly averted—about a stone's throw from the Bay View Police Station, near the Sam Woo timber yard—was in darkness, owing to the thick cluster of trees.

Two of those walking along were, Lance-sergeant Fowler and a well-built, muscular Chinaman, having the appearance of a freeman. The Sergeant was on his way to Bay View Police Station, where he is stationed. He carried hooked on to his belt some handcuffs and under his arm a statement book. The Chinaman was hiding behind a tree, holding some instrument in his right hand. As the officer's footsteps grew more audible, the Chinaman sneaked from behind the tree and disappeared up the stairway of one of the houses—No. 14. He concealed himself for a while until the footsteps died away, and, believing that the way was clear, he re-appeared in the street. Nobody seemed to be about, and the Chinaman, taking care to keep in the shade, continued down the road, and entered house No. 24. Getting out his instrument—a chisel—which he had concealed when he heard footsteps, he skillfully wrenched the lock away from the door of the first floor and entered. He had selected a few pieces of clothing and some umbrellas and carefully placed them in a heap in the middle of the floor, ready to be removed, and was in the act of unhooking a jacket from a peg near the occupier's bedside when the cries of "Thief, thief!" sounded in the street. The burglar lost no time in leaving the house. Reaching the roadway he got behind a passing ricksha in order that he might not be seen, but Sergeant Fowler crept behind him and seized his man by the queue.

"What's matter, you?" the Chinaman demanded, looking very indignant.

"Come along with me," returned the officer, leading the suspect back to the house he had just left.

There and then the fight opened. The Chinaman turned on the Sergeant and dealt him a blow on the chest. Both closed. In the combat that followed the suspect succeeded in freeing himself and, dashing to the opposite side of the road, cleared a fairly high fence, and disappeared in the quarry. For about five minutes Sergeant Fowler believed he had lost the man, and as he was about to give up the hunt, he spotted him coming down the other side of the quarry. Running around the corner he waited and grabbed the man again as he alighted on the road from a wall. The Chinaman struck out mightily and received some in return. He then locked with the Sergeant in a close embrace and both went down. They struggled wildly on the road, each trying to regain his feet before the other. The Chinaman, we are informed, got there first and would, perhaps, have "outed" the officer, had not the latter been on the alert and out-maneuvred him by jumping at him, bringing him to the ground. This seemed to have settled the matter, and the Sergeant took him by the queue to remove him to the lock-up. Whether it was the Chinaman's intention to kill the officer or simply to cut his queue, and so effect an escape, is not known. What is known, however, is that as soon as the journey to the station was started, the Chinaman whipped out a large sized penknife, and in waving it about, brought it down on the Sergeant's wrist with such force as to nearly sever an artery. Another struggle, in which a quietus was dealt to the Chinaman. The rest of the journey was continued to No. 4 Police Station very quietly. Arriving there the Chinaman feigned insensibility, but was soon brought round. On examination it was found that his knees were severely injured. Sergeant Fowler was bleeding copiously from one hand, the other being badly swollen. Both men were then sent to the Government Civil Hospital for treatment. The Sergeant was able to leave the institution after his hands were bandaged, but the Chinaman is not expected to be discharged until some time to-morrow, or the day following when he will face a magistrate to answer a charge of burglary.

## BOWLING.

The following have been selected to represent the Hongkong Club's Club Germania in the second half-yearly match for the Challenge Cup:—

E. H. Hinds (Capt), P. R. Wolf, E. C. Lane, J. P. Leahy, J. W. C. Bonnar, T. C. Gray, J. H. Kemp, H. Humphreys.

The first-named four will roll on the Hongkong Club's alleys to-morrow afternoon at 5 p.m., and on the German alleys on Thursday at the same time, while the second four will occupy the German alleys to-morrow afternoon and the Hongkong Club alleys on Thursday.

THE well-known and very valuable collection of Chinese birds made by Mr. F. W. Stead during his 20 years' sojourn in China, has been presented by him to the Natural History Department of the British Museum. The collection is said to be the most complete in the world as regards the birds of China, and its scientific value is greatly increased by the number of types or figured specimens which formed the subject of Mr. Stead's numerous monographs on Chinese birds.

IP SHIU U, a youth, residing in Jubilee Street, was arraigned at the Police Court, this forenoon, Mr. H. H. J. Gompertz presiding, on a charge of stealing (by bailor) a bicycle, valued at \$5. The case was remanded until to-morrow for decision. Defendant, it appears, hired the bicycle from a shop at 10, Ship Street, on Sunday last, and neither he nor the machine was seen until yesterday afternoon when he was arrested in Queen's Road East, by Inspector Gourlay. The machine was recovered from the Shanghai Hotel where it was seized in payment of a debt contracted by the defendant.

A MEETING of the Justices of the Peace was held at the Magistrate's office, this afternoon, for the purpose of considering the applications from two hotels. There were present: Messrs. H. H. J. Gompertz (in the chair), F. A. Hazeland, Captain F. Lyons, R. H. A. Craig and W. Bowen Rowlands. The first application was from Rebecca Pfeiffer for the transfer to her of the 31st Street of the publican's licence to sell by retail intoxicating liquors on premises numbered 318 and 320, Queen's Road Central, under the sign of "The International Hotel." This was adjourned until the 24th instant to allow certain inquiries to be made. The second was from Thomas Bernays, Manager, for a publican's licence in retail intoxicating liquors on premises numbered 2, Pak Shui Wan, Shaukiwan Road, under the sign of "The Belle View Hotel." This was granted.



## Telegram.

## "HONGKONG TELEGRAPH" SERVICE.

## YUMCHOW BANDITS

## STORM AND CAPTURE THREE FORTRESSES.

GOVERNOR OF KWANGSI REPRIMANDED AND THREATENED.

[From Our Own Correspondent.]

Shamoen, 10th December, 8.10 p.m.

The Yumchow bandits, who, as previously recorded, fled to the Province of Kwangsi, have taken by force of arms three fortresses, at a city named Chun Nan-kwan, which lies between Lungchow and Langson.

The Governor of Kwangsi, has been severely reprimanded by the Imperial authorities for his feeble control over the Province.

Orders have been issued by the Throne that, if the spoilers are not immediately captured, all the Kwangsi officials, from the Governor downwards, will be punished with the utmost severity.

[Reuter's.]

## The United States Presidency.

London, 8th December.

President Roosevelt has definitely declared that under no circumstances will be consent to again stand for the Presidency.

## British Trade.

Imports in November show an increase of £1,398,020; and exports, an increase of £2,887,014.

## The Trouble in Zululand.

Colonels Clarke and Shepherson, also a doctor and a magistrate, have started for Usutu with a warrant to arrest Dinizulu. Colonel Mackenzie remains at Nongoma, ready to act in the event of Dinizulu resisting.

Later.

## Outrage in India.

An attempt was made to blow up the train of the Lieutenant-Governor of Bengal at Kharagpur.

The train was not derailed.

The cause of the outrage is not known.

## Death of the King of Sweden.

The King of Sweden is dead.

## Freights to the Far East.

The principal German lines will raise their rates on bulk goods to 7½ marks per cubic metre, on the 1st January.

## Cricket.

Australia v. England. The M.C.C. made 223 in their first innings. In the second Australia has made 40 for 2 wickets.

[N. C. D. News.]

## Japan and America.

## THE RECALL OF VISCOUNT AOKI.

New York, December 5.

The London Press finds the recall of Viscount Aoki significant at this juncture. The *Globe* considers the recall unfortunate, coinciding, as it does, with the President's Message, which is silent on the subject of Asiatic immigration.

## THE PRESS ON THE RECALL.

Tokio, December 5.

Telegrams from America purporting to give the alleged cause of Viscount Aoki's recall are discredited in Tokio. One journal states that the arbitrary promise given by Viscount Aoki to the Washington Government that legislation would be passed in Japan prohibiting immigration to the United States was the immediate cause of the recall. Another paper admits that Viscount Aoki alone is not responsible for recent events, but it is not to his advantage that he is unable to see eye to eye with his superiors and with public opinion.

Baron Takahira, formerly a *persona grata* at Washington and now Ambassador at Rome, is generally mentioned as Viscount Aoki's probable successor.

## MR. W. H. TAFT'S TOUR.

New York, December 5.

There is a tendency in Europe to invest the meeting between the Tsar and Mr. W. H. Taft with special significance, which is, however, disclaimed by the U.S. Secretary for War himself.

The Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending November 23, 1907, amounted to 21,116.34 tons and the sales during the same period to 17,593.36 tons.

## WEST RIVER PATROL.

## THE BRITISH FLOTILLA.

BRITISH FOREIGN OFFICE TO BE MOVED. [From Our Own Correspondent.]

Canton, 9th December.

As the people of the province are exhibiting extreme nervousness at the advent of the British flotilla in Canton, the commercial community here have sent a memorial to H.E. the Viceroy, requesting him to explain to the population the intentions of the visit of the foreign vessels, if H.E. has already ascertained what the intentions are for the despatch of the vessels. In reply, H.E. Chang informs the memorialists that the British flotilla has been mobilised and detached to the West River to police the waterways and, pursuant to the special service, to inspect all steam launches flying the British flag, and will in no way give trouble to Chinese-owned vessels. H.E. further states that he has, on several occasions, made representations to the British authorities to get these vessels withdrawn as soon as possible, and he will take up the duty of properly patrolling the rivers under his own control. H.E. has also wired to the Chinese Minister at the Court of St. James, Lord Li Ching-fang, requesting him to have a conference on the matter with the British Foreign Office, so as to request the latter to at once issue telegraphic instructions to withdraw the vessels from cruising on the river. The people have also been warned not to create any disturbance and not to be agitated. As the British and Chinese nations are on most friendly terms, the matter is expected to be brought to a satisfactory issue.

## THE FLOTILLA'S MISSION.

It is reported that the British Consul-General at Canton has communicated with the Chinese officials to the effect that the present squadron of British vessels on the West River has been commissioned only for the purpose of inspecting those steam launches plying on the river that fly the British flag and that they will not interfere with any other launches nor those carrying the Chinese flag. The Canton authorities are requested to inform the Consul in case any of the British vessels should act contrary to the purpose for which they are intended.

## BOAT PIRATED.

To Jun-nin, a merchant, has petitioned the Nanchow magistrate, reporting a case of piracy which took place on his boat on the 22nd day of the 10th moon, while engaged carrying a cargo of sundry goods from Shiu Kwan and was moored at a place known as Wong Chuk Ki, in the district of Nanchow. The boat was held up and robbed of part of its cargo and other valuables worth over a thousand dollars.

## BRITISH AND CHINESE CORPORATION, LTD.

## CANTON-KOWLOON RAILWAY.

The report of directors for the year ending June 30, 1907, states: Including the balance brought forward, from the previous year of £19,847, the amount to the credit of profit and loss is £11,152, and having transferred £30,000 to a general reserve account the directors recommend that a dividend be paid on the 16th ult. of £7 10s. per share, free of income tax, which is at the rate of 15 per cent. on the amount paid up, and will absorb £8,750, the balance of £12,422 to be carried forward. The progress made with the construction and equipment of the Shanghai to Nanking Railway necessitated the emission in January last of a further instalment of the Loan, and £65,000 Imperial Chinese Government Bonds were issued by the Corporation on behalf of the Government, making the total amount issued £4,000,000 out of the £2,500,000 provided for in the Loan Agreement. Instead of issuing further bonds, the Chinese Government proposes to provide from funds at its disposal, the capital to complete the railway, which it is expected will be finished by the middle of 1908. In April last the Corporation made an issue of Chinese Government Bonds for a Loan of £1,500,000 for the construction and equipment of a railway about 120 miles in length from Canton to the boundary of the Kowloon leased territory under British control. This line will connect with the one now under construction by the Government of Hongkong through the territory of Kowloon, terminating at the port of Kowloon, opposite Hongkong. The final survey and arrangements for construction are being proceeded with. Negotiations are pending for the final agreement for a loan to construct a railway of about 200 miles from Soochow (on the Shanghai-Nanking line) to Hangchow and Ningpo. This will constitute a very important development of the Yangtze Valley Railway system. Negotiations are also pending for the cancellation of the Nanpian Coast Concession the administration of the Imperial Railways of North China having refused to proceed with the development of the field in joint account with the Corporation.

The new battleship *Superb*, a sister ship to the *Dreadnought*, but of 1,300 tons greater displacement, was successfully launched at Elswick, on the Tyne, on 7th ult. The naming ceremony was performed by Lady Anne Lambton. The armament will consist of ten 12-in. guns, together with a number of 4-in. quick-firers for use in resisting attacks by torpedo craft. The main armour belt has a maximum thickness of 11 in. tapering to 6 in. at the forward and 4 in. at the after extremity of the vessel. Special attention has been given to safeguarding the ship from destruction by underwater explosion. The cost of the vessel is £1,750,000. The *Superb* was laid down in February last, and the time of her completion has been the quickest on record for either a private or Government yard.

## SANITARY BOARD.

## FORTNIGHTLY MEETING.

This afternoon, in the Board-room, the fortnightly meeting of members of the Sanitary Board took place, when the following business was transacted:—

## SPITTING IN PUBLIC PLACES.

Mr. Henry Humphreys, pursuant to notice, put the following questions:—  
(a) Does the Medical Officer of Health consider the filthy habit of spitting in buildings and public vehicles which obtains universally amongst the lower classes of Chinese detrimental to the Public Health?  
(b) Is not this habit accountable in great measure for the spread of phthisis, diphtheria and other diseases; and, if so, what does the percentage of deaths arising annually from such diseases (that is, diseases capable of being propagated by dried infected sputum) bear to the total mortality?

The Medical Officer of Health replied:—  
(1)—Yes.  
(2)—Yes, to some extent. Phthisis: 9.7 per cent. of the total deaths. Diphtheria: 0.12 per cent. of the total deaths.

Hon. Mr. E. A. Hewitt inquired:—It would be interesting if any member of the Board could suggest some means by which this objectionable habit could be checked.

## WATER TANKS IN BACKYARDS.

The following correspondence in regard to certain additional regulations made by the Governor-in-Council under the Waterworks Ordinance, 1903, was laid on the table:—

Sanitary Department,  
31st October, 1907.  
Sir,—I have the honour, by direction of the Board, to report that the following motion was unanimously adopted by the Board at the meeting held on the 29th instant:—

That the Government be requested to make rules under the Waterworks Ordinance to regulate the placing of water tanks in backyards.

(2) In explanation of the motion, I beg to attach the *Daily Press* report of the discussion. —I have, etc.

(Sd.), G. A. WOODCOCK,

Secretary.

To Hon. F. H. MAY,  
Colonial Secretary.  
The reply, dated 30th November, is appended:—

Sir,—Referring to your letter of 31st October I am directed to forward to the observations of the Board a copy of a regulation which it is proposed to make under the Waterworks Ordinance, 1903.—I am, etc.

(Sd.), F. H. MAY,

Colonial Secretary.

## THE ADDITIONAL REGULATION.

The following regulation to be numbered 31 (1) shall be inserted in and read as forming part of the Regulations published in Government Notification No. 657, of 9th October, 1903:—

31 (1) (a) No cistern or tank shall be constructed or maintained in any building (situated in any Rider Main District) without the previous sanction in writing of the Water Authority.  
(b) Every such cistern or tank intended to contain a supply of water for domestic purposes shall be of iron of a minimum thickness of ¼ inch and of a capacity not exceeding 100 gallons; it shall not be erected in any yard or other open space provided for the building in accordance with the requirements of any Ordinance; its position shall be subject to the approval of the Water Authority and it shall be raised not less than six feet above the floor level, and shall be provided with a closely fitting iron cover.

(c) Every such cistern or tank intended to contain a supply of water for trade purposes shall be constructed in such manner and position and with such materials as the Water Authority may in each case require.

(d) Every cistern or tank, whether intended for domestic or for trade purposes, shall be cleaned out and limewashed internally to the satisfaction of the Sanitary Board not less than twice a year. The cleaning out and limewashing to be done during the months of September and March.

(e) Any person responsible for the construction and maintenance of any cistern constructed or maintained in contravention of any of the provisions of the Waterworks Ordinance, 1903, or of any Regulation made thereunder shall remove such cistern within seven days from the receipt of a written notice from the Water Authority requiring him to do so.

The Medical Officer of Health inquired:—I do not think it would vitiate the regulations at all if the words *situated in any Rider Main District* were omitted from the Regulation (a).  
(b) might contain after the word *erected* in the fourth line the words *except with the permission of the Sanitary Board*. I would also add at the end of this regulation the words *and with a top for drawing off the water*.

With regard to (d) it is customary to cleanse and limewash iron tanks periodically to keep them free from vegetable growth, and I never heard of any one experiencing any ill effects from the minute amount of lime which might possibly become dissolved in the water immediately after the tank had been so limewashed.

Mr. Shelton Hooper—These proposed regulations must be discussed.  
Mr. Lan Chu Pak—Regulation (a) sounds something like class legislation. It should be applied throughout the Colony. Regulation (d) Does limewash stimulate the appetite? If not, why is it considered advisable to give people a solution of limewash twice a year for culinary and trade purposes?

## EXTERNAL AIR.

A letter from Messrs. Palmer and Tupper, architects, forwarding plan, applying for a modification of the requirements of Section 153 of the Public Health and Buildings Ordinance, 1902, in respect of Nos. 397A and 397B, Queen's

## To-day's Advertisements.

## THE TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that VACUUM OIL COMPANY, of Rochester, in the State of New York, in the United States of America, a Company duly incorporated under the laws of the said State of New York, have, on the 22nd day of November, 1907, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of VACUUM OIL COMPANY, who claim to be the proprietors thereof. The Trade Mark has been used by the Applicants in respect of PAINTS and CHEMICAL substances for TANNING in Class 1.  
Dated the 7th day of December, 1907.

WILKINSON & GRIST,  
Solicitors for the Applicants.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

ON

MONDAY, TUESDAY and WEDNESDAY,

the 16TH, 17TH and 18TH DECEMBER, 1907, commencing each day at 2.30 P.M., at the CITY HALL (St. Andrew's),

A FINE SELECTION OF

JAPANESE WORKS OF ART,

INCLUDING:—

VERY FINE DAMASCENE WORK, BEAUTIFUL EMBROIDERIES and BROCADES, OLD LACQUER WARE and CHOICE SILVER WARE, &c.  
(The Damascene Work is by the celebrated O. Kamai, the Kamai family being the pioneers of the Damascene Work. Amongst this Collection, there are some very fine Specimens.)

TERMS:—As customary.

On view from Saturday, the 14th December, 1907.

GEO. P. LAMMERT,  
Auctioneer.

Hongkong, 10th December, 1907.

[1032]

## NOTICE.

MESSRS. MACDONALD & Co. have removed their Offices to YORK BUILDINGS, 2ND FLOOR.

MACDONALD &amp; Co.

Hongkong, 10th December, 1907. [1018]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

## "ARRATON APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after Noon, of the 12th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE, are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASOON &amp; Co., LIMITED.

Agents.

Hongkong, 10th December, 1907. [1080]

Road West, was discussed. The corresponding

ence is appended:—

16th November, 1907.

The Secretary,

Sanitary Board.

Sir,—We have to-day submitted for the approval of the Building Authority a plan for altering the upper floor of the godown (name) above into first class domestic building with open spaces and yards in accordance with the requirements of the Ordinance. About forty-five rooms are provided for in the new buildings. Six of them are lighted from the central yard which is 12 ft. 1 in. in width. We beg to request that the Board will recommend a modification of Sec. 153 to allow of this width being counted as external air for the purpose of lighting the six rooms. The rooms being on the upper floor will receive the light over the roof at a good angle and we consider it preferable that they should be lighted by lateral windows from a yard just under 13 ft. in width, than by skylights in the roof, which are invariably a source of trouble in the building.

(Also we request a modification, if necessary, to allow of the new yards being placed as shown on the plan, instead of all at the rear of the houses, as required by the Ordinance. This modification is purely technical and we think it will be readily admitted that the arrangement of yard space as shown is infinitely better than if the strict letter of the Ordinance had been adhered to and the whole yard placed at the rear.)

Mr. Shelton Hooper inquired—I see no objection to granting this application, but the plan is incomplete in not showing the section line A. B.

Hon. Mr. E. A. Hewitt—A scavenging lane should be provided.

The Director of Public Works—It would be futile to refuse the application for a modification of "external air" requirements. As no reference is made in Messrs. Palmer and Turner's letter to the omission of scavenging lanes they presumably intend to regard the houses as "semi-detached" in which case scavenging lanes are not required, provided there are side lanes 4 ft. wide extending the full depth of the building. It was obviously intended that these should be access to these side lanes, but in the present case there is no access to White Street or to the lane on the east side of the block. I do not consider that the houses can be regarded as "semi-detached" and I

would urge that the owner be requested to provide scavenging lanes.

## STALL-HOLDERS' GRIEVANCE.

Correspondence relative to the limits for the Tai-kok-tui Market was tabled. "I beg to direct your attention to the question of hawking vegetables in the immediate neighbourhood of the Tai-kok-tui Market," Sanitary Inspector Lyons wrote on the 6th ult. "On the occasion of my visit there on Monday, 4th instant, the keeper of No. 24 vegetable stall complained of his being unable to do any business, and explained as the reason that the hawkers—I am unable to say if licensed or otherwise—are allowed to sell vegetables close to the market. He pointed them out to me—about a dozen. He also said this was the cause of so many empty stalls in the market. I have gone into the question and found any amount of vegetables being hawked at each street corner. There can be no doubt as to the bearing this must have on the stall-holder in the market. I asked him to write in a petition for forwarding to the Registrar-General, but he demurred at this, giving as his reason the consequences if found out by the hawkers. The putting of the whole of Tai-kok-tui out of market bounds, would, in all probability tend to improve conditions, and also fill up the vacant stalls in the market."

Dr. McFarlane wrote on the 15th ult., as follows:—Who fixes market limits? As the Tai-kok-tui market is not nearly as occupied, and as Tai-kok-tui itself is much a small place, I think the whole of it should be regarded as being within the market limits.

The Registrar-General wrote:—I agree to market limits being fixed, but they should not be bigger than those at Hui-gom and Yau-ma-tei. Limits might be fixed for Mong-kok-tui at the same time. When these are fixed and notices put up I should like to be told, and then I'll issue a notice warning hawkers before action is taken."

Mr. Shelton Hooper inquired—The Inspector says he does not know if the hawkers are licensed or not. This should be ascertained and the number of licences limited.

Hon. Mr. E. A. Hewitt—For the protection of stall-holders the limits should be extended. I do not consider 100 yards each side of the market sufficient.

The Hon. Registrar-General—The limiting of the number of hawkers' licences was tried some years ago and found impracticable.

## Intimations.



THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION

OF

New Stock

OF

Steinway,

Bechstein,

Russell,

Krauss,

Romhildt,

Werner, &amp; Co.

GRANDS &amp; UPRIGHTS

BUILT UNDER OUR PERSONAL SUPERVISION

EMBOUING 30 YEARS' LOCAL EXPERIENCE.



Hongkong, 5th December, 1907.

[12]

## HIGH GRADE

HAVANA

CIGARS.

## EXCELLENT SMOKES.

La Chanza.....@ \$4.50 per 100 in boxes of 50

Gran Valor.....4.50 " " 50

Espagnola.....4.00 " " 50

Marca Roja.....4.00 " " 50

Honey Suckle.....4.00 " " 50

El Oro.....3.75 " " 50

Asia.....3.50 " " 50

Brevas.....3.00 " " 50

Florina.....3.00 " " 50

Royales.....5.00 " " 100

Companeros.....4.00 " " 100

Hoyos.....2.00 " " 25

## CONNOISSEUR'S SMOKE.

TEOFANI'S

HIGH-CLASS CIGARETTES.

Zenidjah.....@ \$3.50 per box of 100

Sardine.....3.25 " " 100

London Life.....2.50 " " 100

H. PRICE &amp; Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

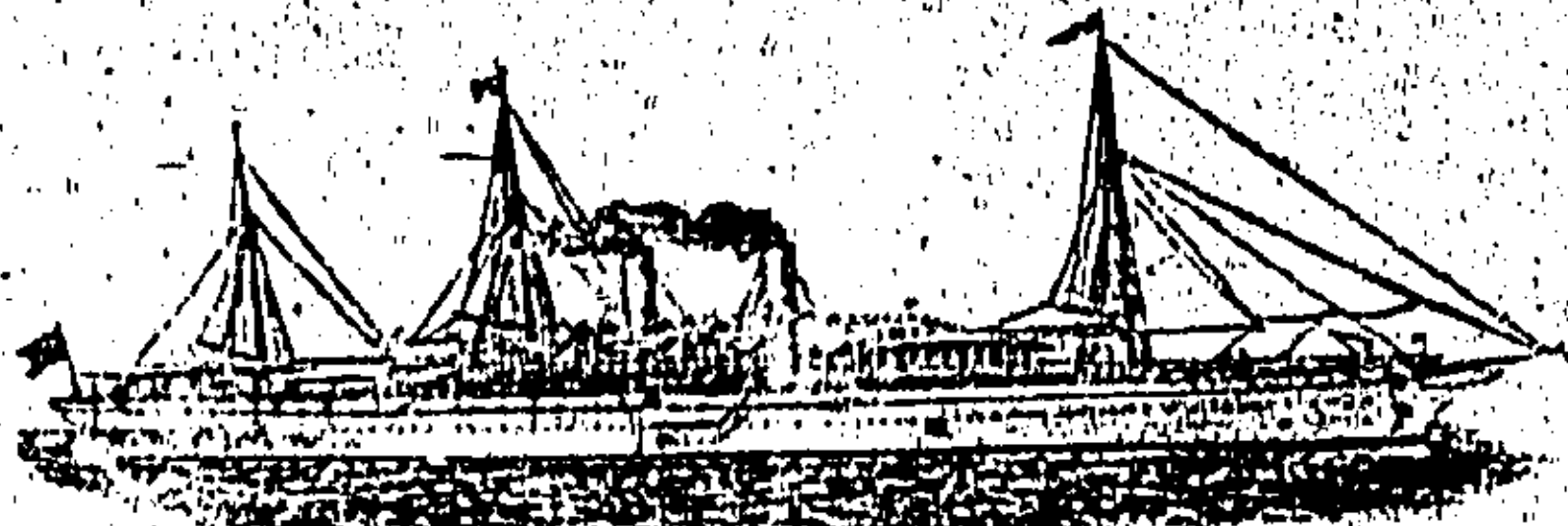
15, QUEEN'S ROAD CENTRAL.

Hongkong, 15th November, 1907.

[14]



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule. Service of under Eleven Days across the Pacific to the "Empress Line." Saving 5 to 10 Days' Ocean Travel.  
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

## PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPEROR OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPEROR" steamers will depart from Hongkong at 4 P.M.  
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with 15 Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10. Steamers, and 1st Class on Railway, via St. Lawrence £40. Via New York £42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTREAL" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to HONGKONG, 24th October, 1907. D. W. GIBSON, General Traffic Agent for China, Corner Padder Street and Praya.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE, SAMARANG and SOERABAYA	ONSANG	WEDNESDAY, 11th Dec., 3 P.M.
SGAPORE, PENANG & CALCUTTA	KUNISANG	THURSDAY, 12th Dec., 3 P.M.
SHANGHAI	HONGSANG	THURSDAY, 12th Dec., 4 P.M.
MANILA	WUSANG	FRIDAY, 13th Dec., 4 P.M.
SHANGHAI	WUSANG	FRIDAY, 13th Dec., 4 P.M.
MANILA	LUONGSANG	FRIDAY, 20th Dec., 4 P.M.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

	Single	Return
Hongkong to Singapore 1st Class	\$ 65	\$ 100
Penang	85	130
Calcutta	165	250

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Choofo, Tientsin, via Ching-Wan-Tau, and Yangtze River.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,  
General Managers.

Hongkong, 10th December, 1907.

## CHINA NAVIGATION CO., LIMITED.

For	Steamship	To SAIL
SAIGON	"HANYANG"	11th Dec., 4 P.M.
AMOI	"WENHOW"	11th " "
HOIHOW & HAIPHONG	"HUPEH"	12th " daylight
TSINGTAO, WEIHAWEI & CHEFOO	"KASHING"	12th " 4 P.M.
MANILA, ZAMBOANGA & COLONIE	"TSINAN"	13th " "
CEBU & ILOILO	"KAIFONG"	13th " "
SWATOW & SHANGHAI	"KIUKIANG"	14th " "
MANILA	"TEAN"	17th " "
SHANGHAI	"SHAOHSING"	21st " "
SHANGHAI	"YOHOW"	27th " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th December, 1907.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
TAIPEI	2540	R. Rodger	MANILA	SATURDAY, 14th Dec., 1907
ROBI	2540	Almond	"	SATURDAY, 21st Dec., 1907

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 9th December, 1907.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK—via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship To sail

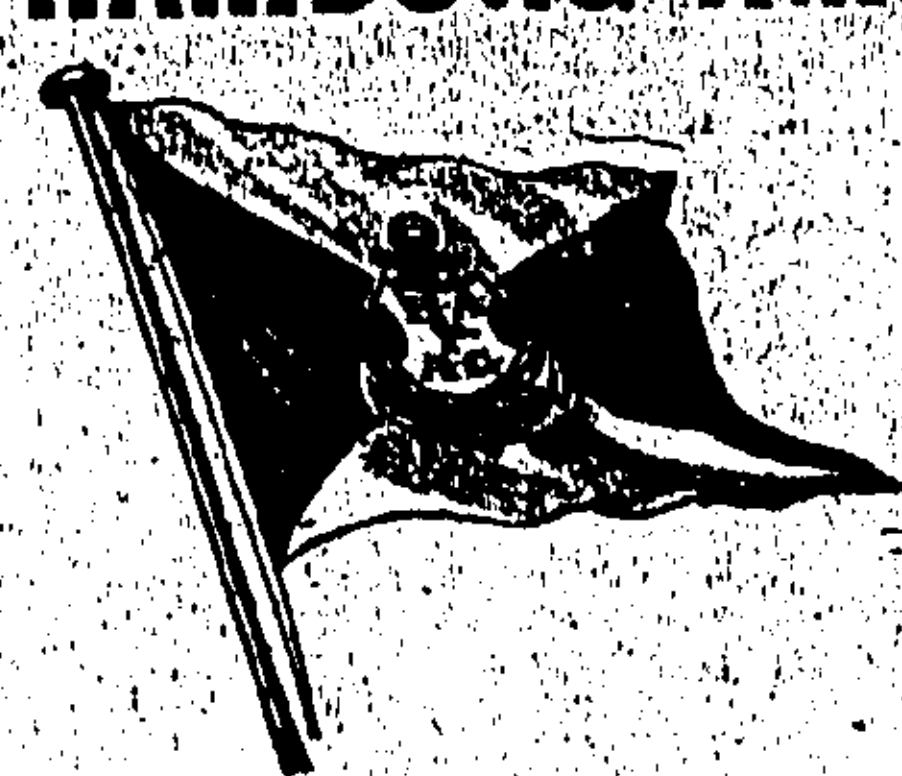
For Freight and further information, apply to

SHEWAN TOMES & CO.,  
General Agents.

Hongkong, 2nd December, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



167 Ocean Steamers

with

916,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.  
**HIGHEST COMFORT, ONLY  
LOWER BERTHS.**

Laundry on board, Doctor, Stewardesses carried.

Ports of call: **NAPLES, PLYMOUTH, HAVRE, HAMBURG.**  
NEXT SAILINGS FROM HONGKONG.

## Outward.

HAMBURG	21st Dec.
RHENANIA	21st Jan., 1908
HOHENSTAUFEN	22nd Feb., 1908

Hongkong, 28th November, 1907.

## Homeward.

SILESIA	11th Dec.
SCANDIA	8th Jan., 1908
HAMBURG	29th Jan., 1908
RHENANIA	26th Feb., 1908
HOHENSTAUFEN	23rd March, 1908

[3]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HAICHING"  
Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 13th inst., at 10 o'clock A.M.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 9th December, 1907. [1076]

## TOYO KISEN KAISHA.

SOUTH-AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and

SALINA CRUZ.

Steamers Tons To sail

KATHERINE PARK 6,000 TUESDAY,

KASATO MARU 6,100 Sometime in

March, 1908.

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S.S. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA,

Manager,  
York Building.

Hongkong, 10th December, 1907. [15]

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing

Superior 6,232 Shotton 4th Jan.

Kumet 6,232 Cowley 18th Jan.

Shawmut 6,000 E. V. Roberts 21st Feb.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tensont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room. Barber's

shop, and steam-laundry. Cargo carried in

cold storage.

Parcel Express to the UNITED

STATES AND CANADA

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.Queen's Buildings,  
Hongkong, 16th November, 1907. [12]

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every

evening, (Sunday excepted).

These Fine New Steamers have unequalled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey—\$4.

Meals included—\$1.25 each

The Company's Wharf is situated in front of

the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,  
and  
SHIU ON S.S. CO., LD.,  
No. 5, Queen's Road, West.  
Hongkong, 2nd July, 1907. [11]

## To Let.

## TO LET.

CROWNST, Barker Road; unfurnished  
or partly furnished.  
Apply to—  
C. L. GORHAM,  
3, Pedder's Street.  
Hongkong, 2nd December, 1907. [1018]

## TO LET.

OFFICES on TOP FLOOR, No. 2, Con-  
naught Road, facing the Cricket  
Ground.  
HATHERLEIGH, Codditt Road.  
A HOUSE in CLIFTON GARDENS, Con-  
naught Road.  
OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE  
BUILDINGS, and No. 168, DES VOUX  
ROAD next to the Hongkong Hotel.  
FLATS in MOUNTAIN TERRACE.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 1st December, 1907. [1016]

## TO LET.

A HOUSE in KNUTSFORD TERRACE,  
KOWLOON.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 1st December, 1907. [1016]

## TO LET.

NO. 11, SEYMOUR ROAD.  
With possession from 1st December next.  
Apply to—  
THE COMPRADORE DEPARTMENT,  
Jardine, Matheson & Co., Ltd.,  
Connaught Road Central.  
Hongkong, 22nd October, 1907. [910]

## TO LET.

NO. 38, CAINE ROAD.  
AUCTION ROOMS, No. 2, ZETLAND  
STREET.  
No. 2, FAIRVIEW, ROBINSON ROAD,  
Kowloon.  
Apply to—  
LEIGH & ORANGE,  
Des Vaux Road.  
Hongkong, 16th October, 1907. [912]

## TO BE LET.

SUITABLE OFFICES, in No. 2, PEDDER  
STREET. Two very spacious, bright and  
airy rooms. Rent moderate.  
Apply—  
"Y. Z."  
C/o Hongkong Telegraph.  
Hongkong, 4th December, 1907. [1000]

## TO LET.

NO. 5, MORRISON HILL.  
ONE FOUR-ROOMED HOUSE, at  
PRAYA EAST, near East Point.  
Apply to—  
JARDINE, MATHESON & CO., LD.  
Hongkong, 19th October, 1907. [933]

## TO LET.

HOUSE No. 5, ROSE TERRACE,  
Kowloon.  
Apply to—  
COMPRADORE,  
Barretto & Co.  
Hongkong, 14th October, 1907. [665]

## Intimations.

PEAK TRAMWAYS COMPANY,  
LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.	to 9.30 a.m.	Every 10 minutes
9.30 a.m.	to 11.00 a.m.	Every 15 minutes
11.30 a.m.	to 12.45 p.m.	Every 15 minutes
12.45 p.m.	to 1.15 p.m.	Every 10 minutes
1.15 p.m.	to 1.45 p.m.	Every 15 minutes
1.45 p.m.	to 2.15 p.m.	Every 15 minutes
2.15 p.m.	to 3.00 p.m.	Every 15 minutes
3.30 p.m.	to 5.00 p.m.	Every 15 minutes
5.00 p.m.	to 8.00 p.m.	Every 10 minutes

## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.

## SUNDAYS.

8.00 a.m.	to 9.00 a.m.	Every 15 minutes
9.00 a.m.	to 9.30 a.m.	Every 30 minutes
9.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30 a.m.	to 11.00 a.m.	Every 10 minutes
11.45 a.m.	to 12.00 noon	Every 15 minutes
12.00 noon	to 1.00 p.m.	Every 10 minutes
1.00 p.m.	to 5.00 p.m.	Every 15 minutes
5.00 p.m.	to 7.00 p.m.	Every 15 minutes
7.00 p.m.	to 8.00 p.m.	Every 10 minutes

## NIGHT CARS as on Week Days.

## SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

## SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,  
Des Vaux Road Central.JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 4th June, 1907. [59]

## SWATOW DRAWN WORK

## COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &amp;c.

all of the best quality.

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE

LACES.

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 19th October, 1907. [101]

## SOME OPIUM STORIES.

## HOW THE CHINESE AND OTHERS TRY TO

## EVASIVE THE LAW IN MANILA.

The Manila Times, of 4th inst., says—  
Several Chinamen were arrested by the  
municipal police of Manila, police station for  
smoking opium and having opium in their  
possession. On the arrest of Chinamen, it is  
the usual thing for their friends to make all  
sorts of attempts to pass such things as  
cigarettes, cigars, sweets, etc., in to them  
through the prison windows. The morning  
after these arrests were made a Chinaman by  
the name of Luis Jim obtained permission to  
pass a package of cigarettes in through the bars  
to one of his friends, which permission was  
granted by the policeman on duty. As the  
package was going through the window the  
policeman became suspicious and seized the  
same. Upon removing the cigarettes from the  
paper cigarette it was found that in the bottom  
there was laid a full row of prepared opium  
pills. Luis joined his friend behind the bars.  
CHEWED HIS PIPE.

A Chinaman was arrested by the Sampaloc  
Police authorities for having opium in his  
possession and chewing the same. An ex-  
amination of the opium found in the  
possession of this man showed that it  
was nothing more or less than what  
you might call the inside lining of his old opium  
pipe. The bowl of a pipe is simply a fair-sized  
hollow drum with a small hole about the size  
of a good thick needle in the top; and in smok-  
ing the opium the hot liquid is drawn through  
the hole and forms a hard burnt substance on  
the inside until finally the entire bowl is com-  
pletely filled with this burnt opium. It had  
evidently been rather difficult for the Chin-  
man to secure his ordinary supply of opium  
under the operation of the new opium law, and  
he was reduced to the extremity of eating his  
pipe.

## MADE PILLS OF ASHES.

A Filipino woman who was addicted to the  
use of opium was caught and in her possession  
there was found to be a small quantity of opium  
as pills. The woman had formerly been an  
opium smoker and injector of morphine, but  
under the new law it was practically impossible  
for this particular party to secure sufficient  
opium to smoke and morphine to inject, and in  
order to satisfy the craving she had reduced to  
the necessity of taking the ashes left from her  
former smokings (and well burnt ashes at that)  
and making the same into pills by mixing them  
with flour, and eating the same. An examina-  
tion of the ashes showed that there was very  
little opium in them. Finally she was driven  
to the hospital and is now taking treatment at  
San Juan de Dios Hospital at Government  
expense.

## Intimations.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask

ex Factory.

In Bags of 50 lbs. net \$8.00 per Bag

ex Factory.

SHEWAN TOMES & Co.,  
General Managers.

Hongkong, 3rd October, 1907. [101]

## O. C. MOOSA,

1 &amp; 3, DIAGUIAR STREET.

## FURS! FURS! FURS!

IN

VARIOUS SHAPES AND COLOURS.

## DRESS FABRIC

IN

NEWEST PATTERNS.

## SERGES.

## TWEEDS.

## VOILES.

LADIES' &amp; CHILDREN'S

UNDERCLOTHING, HOSIERY,

GLOVES.



<b>Reserve.</b>	<b>Saigon</b>
000	000
000	000
000	000
000	000
000	000
000	000
000	000
000	<b>Halong</b>
000	000



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION, BASED ON LAST YEAR'S COST.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,797,167	\$1.15/- for 1 year ending 30.6.07 @ ex 2/3 3/16 = \$10.04	\$730 new issue London 28.10.
National Bank of China, Limited	99,925	£7	£6	£12,735	\$71.2.3	\$2 (London 3/16) 11-1905	\$51
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	£250	£50	£1,500,000	none	\$20 for 1906	\$450
North China Insurance Company, Limited	10,000	£15	£5	£100,000	Tls. 254.4.4	{Final of 7/8 per share making in all 15/- for 1906 = Tls. 2.65.	Tls. 89 buyers
Union Insurance Society of Canton, Limited	12,400	£250	£100	£3,000,000	1,400.4.0	{Final of \$12 making \$42 for 1905 and interim of \$3 to 1906	\$780 sales
Yangtze Insurance Association, Limited	8,000	£100	£50	£1,500,000	\$391.520	1/- for year ending 31.12.5	\$150 sellers c.n.l.
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	£100	£50	£1,000,000	\$62,980	1/- and bonus \$2 for 1905	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	£1,000,000	\$435.236	\$40 for 1905	\$324
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	£25	£25	£750,000	\$365	1/- for 1906	\$15
Douglas Steamship Company, Limited	30,000	£50	£50	£1,500,000	Nil.	\$2 for year ending 30.6.1907	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	£15	£15	£1,200,000	\$27,191	\$1 for 1st half-year ending 30.6.07	\$33 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	£300,000	\$3.694	5/- for 1906 @ ex 2/3 = \$2.14 per share	\$40 sellers \$38 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 5,437.2	\$13.337	Interim of Tls. 12 for account 1907	Tls. 44 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£2,000,000	\$172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	\$43 buyers
"Star" Ferry Company, Limited	10,000	£10	£5	£50,000	\$137	1/- for year ending 30.4.1907	\$21 buyers \$104 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 1,410.479	\$18.730	Final of Tls. 2 making Tls. 4 for 1906	Tls. 48 buyers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	£100	£100	£1,000,000	\$1,218	18 for year ending 31.12.06	\$100
Luzon Sugar Refining Company, Limited	7,000	£100	£100	£700,000	\$1,895	1/- for 1907	\$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000	none	Tls. 2 (8%) for year ending 31.8.06	Tls. 80 sellers
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000	\$11,556	Final of 1/6 (No. 9) for 1907	Tls. 154 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000	\$11,358	No. 17 of 1/- = 48 cents	\$84
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	£450,000	\$10,335	\$1.75 for year ending 31.12.06	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	£2,000,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	\$65
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	£2,500,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	\$97 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000	\$10,459	Tls. 3 for year ending 30th April 1907	Tls. 73 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000	\$12,117	Interim of Tls. 8 for account 1907	Tls. 198 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	\$1,388	Tls. 6 for 144 months ending 28.2.07	Tls. 1024
Astor House Hotel Company, Limited (Shanghai)	30,000	£25	£25	£750,000	\$10,908	\$2 for year ending 30.6.07	\$21 sellers
Central Stores, Limited	50,123	£15	£15	£751,845	\$19,178	\$1.50 for 1906	\$14
Hongkong Hotel Company, Limited	12,000	£50	£50	£600,000	\$10,925	\$4 for 1st half-year ending 30.6.07	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	£5,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	\$95
Humphreys Estate & Finance Company, Limited	10,000	£10	£10	£100,000	\$11,567	80 cents for 1906	\$104
Kowloon Land and Building Company, Limited	1,000	£50	£50	£50,000	\$1,089	\$24 for 1906	\$55 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000	\$11,678	Interim of Tls. 3 for account 1907	Tls. 100 buyers
West Point Building Company, Limited	12,500	£50	£50	£625,000	\$1,519	Interim of \$2 for half year ending June 30th	\$48 buyers
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	\$1,649.86	Tls. 10 for year ended 31.10.1906	Tls. 48 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	£10	£10	£50,000	\$14,269	50 cents for year ending 31.7.07	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	\$16,211	Tls. 6 for year ended 30.6.06 (8%)	Tls. 50 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	\$11,469	Tls. 8 for 1906	Tls. 70 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000	\$10,663	Tls. 50 for 1906	Tls. 280 sellers
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	£12/6	£12/6	£1,072.92	\$638	1/3 per share for 1906	\$61
Campbell, Moore & Co., Limited	1,200	£10	£10	£12,000	\$1,053	\$5 for 1905	\$10 buyers
China-Borneo Company, Limited	10,000	£12	£12	£120,000	\$1,053	\$1 for 1904	\$101 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	Tls. 621 sellers
China Light and Power Company, Limited	50,000	£10	£10	£500,000	\$125,000	60 cents for year ended 28.2.06	\$6
China Provident Loan & Mortgage Company, Ltd.	100,000	£10	£10	£1,000,000	\$855	80 cents for 1906	\$9 buyers
Dairy Farm Company, Limited	25,000	£7 1/2	£7 1/2	£1,875,000	\$2,974	\$1.50 for year ending 31.7.07	\$161 buyers
Green Island Cement Company, Limited	400,000	£10	£10	£4,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	\$11 sales
Hall & Holts, Limited	21,000	£20	£20	£420,000	\$15,002	\$24 for year ending 28.2.07	\$21 buyers
Hongkong Electric Company, Limited	60,000	£10	£10	£600,000	\$2,953	1/- per share for year ending 28.2.07	\$15 sales
Hongkong Ice Company, Limited	5,000	£35	£35	£175,000	\$4,341	Interim of \$4 for 1 year ending June 30th 07	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	£500,000	\$14,211	Interim of 80 cents per share for a/c 1907	\$25
Maatschappij tot Mijn. Bosch en Landbouw	25,000	Ga. 100	Ga. 100	Tls. 2,500,000	Tls. 10,374	Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	Tls. 355 buyers
Peak Tramways Company, Limited	25,000	£10	£10	£250,000	\$2,655	\$1 per share, up to 19th Oct. to 30th Apr. 07	\$13 sales
Peak Tramways Company (new)	50,000	£10	£10	£500,000	none	none	\$2 buyers
Philippines Company, Limited	67,500	£10	£10	£675,000	Dr. P. 34,324	none	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	Tls. 107 sales
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 9,751	Tls. 4 for 1905	Tls. 45 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 3,554	Final of Tls. 5 and Tls. 10 for 1906	Tls. 65 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	Tls. 113 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	£327,000	Tls. 85,592	Interim of 15/- for account 1907 (old)	Tls. 335 buyers
South China Morning Post, Limited	6,000	£25	£25	£150,000	Dr. \$45,934	Interim of 11/3 for account 1907 (new)	\$11 buyers
Steam Laundry Company, Limited	20,000	£5	£5	£100,000	\$478	None	\$54
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 201	40 cents for year ending 31.5.07	Tls. 97
Union Waterboat Company, Limited	50,000	£10	£10	£500,000	\$349	Tls. 6 1/2 for year ending 30.4.07	\$104 sa. and b.
United Asbestos Oriental Agency, Limited	10,000	£10	£10	£100,000	\$1,360	First year	\$10
Watson, (A. S.) & Co., Limited	90,000	£10	£10	£900,000	\$5,482	80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	\$10 buyers
William Powell, Limited	15,000	£10	£10	£150,000	741	Interim of 30 cents for account 1907	\$5 buyers
						{Final of 30 cts. making 80 cts. for the year ended 30th June, 1906}	

\* These shares are entitled to half of the profits.

## Hails.

MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "MALTA"

Captain R. A. Peters, carrying His Ma-  
jesty's Mails, will be despatched from this  
for BOMBAY, &c., on SATURDAY, the 14th  
December, at Noon, taking Passengers and  
Cargo for the above Ports, in connection with  
the Company's S.S. *Moldavia*, 9,000 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London, other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Persia*,  
due in London on 25th January, 1908.Parcels will be received at this Office until  
4 P.M. the day before sailing. The Contents  
and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 30th November, 1907.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
CEYLON, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN, AND  
BLACK SEA PORTS.

## The S.S. "TOURANE"

Captain Lancelotti, will be despatched for  
MARSEILLES, on TUESDAY, the 24th  
December, at 1 P.M.Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transhipment at Colombo.Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. *ARMAND BEHIC* ... 7th Jan. 1908S.S. *SALAZIE* ... 21st Jan. 1908J. MILLET,  
Agent

Hongkong, 10th December, 1907.

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REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

## FOR BOSTON AND NEW YORK.

S.S. " "

For Freight and further information, apply

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 5th October, 1907.

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## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

## GENERAL HOUSEHOLD

## REQUISITES.

&amp;c. &amp;c. &amp;c.

Telephone 256.

## DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

DEWAR'S  
WHISKY

Sole Agents, BUMANN &amp; BERBLINGER

16, 18 &amp; 17, Cornhill, Road Central.

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